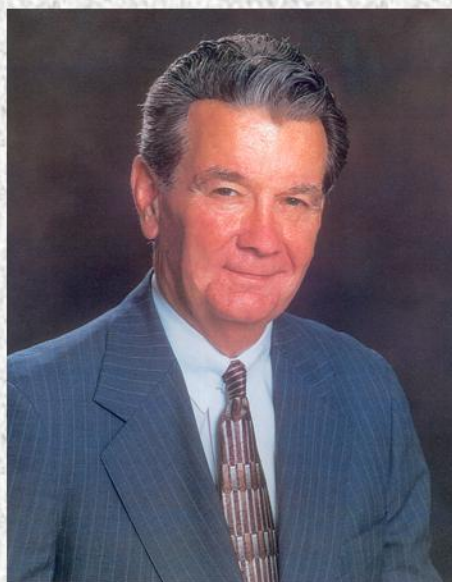


ATLASES OF HAMPDEN COUNTY

MASSACHUSETTS



**Massachusetts ~ Volume I ~ 1904
(A010)**



*Donald E. Ashe, Register
Hampden County Registry of Deeds,
a Division of the Office of
William Francis Galvin, Secretary of the Commonwealth*

ATLAS OF

Massachusetts.

COMPILED UNDER THE DIRECTION OF

O. W. WALKER, C. E.

*Assistance rendered by more than One Hundred prominent Civil
Engineers and Surveyors, referred to on Page 3.*

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4 EDITION

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PREFACE.

It is now more than ten years since we determined to publish an atlas of Massachusetts. This determination was brought about by the numerous calls we were receiving for such a work. During this time we have continually employed a force of engineers surveying in different parts of the State for local atlases, which have been published in nineteen volumes, and we have issued road maps covering nearly the whole State; consequently we were in possession of a great amount of important material when, more than two years ago, we entered upon the actual work of compiling the plans of this atlas.

The state plates in the atlas are based on the United States Coast and Geodetic survey, the Border survey, and the Geological survey by the United States and the State of Massachusetts.

The city maps have been, in most cases, prepared by the engineers whose names appear on them, and they have revised the final proof.

Following is a partial list of the civil engineers and surveyors who have rendered important assistance. Tracings of the original plans and profiles from the final engravings have been submitted to them. All have cheerfully contributed their expert information, as well as the use of their private plans and much important data.

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Richard A. Arms, Deerfield
Faulstich T. Bailey, Scituate
Wm. K. Bailey, Fitchburg
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H. G. Ford, Marshfield
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Thomas T. Walker, Gloucester
G. A. Wetherbee, Marple
Warren B. Wheeler, Fitchburg
H. C. Whitman, Quincy and Boston
Gen. M. Whitney, Winstendon
W. W. Wight, Nahick
A. E. Wood, Concord
Woods & Kugg, Worcester
W. H. Wright, Easthampton

The local historians, town clerks and other town and city officials and many private citizens have contributed local names and other important information that it would have been utterly impossible for us to obtain without their co-operation. We desire to testify to the great interest that the people in all parts of the State have taken in the enterprise, and to the cordial manner in which they have assisted our engineers in obtaining required information at all times.

This work in its completed form represents a new departure in atlas work. It is designed for popular use, and not for any special profession. The information it contains represents a vast amount of labor, the design being to represent as many of the important features and localities as possible without giving the maps a crowded appearance. The original scope of the work has been enlarged and extended until the present limit is reached.

The finished maps will be found as near perfect, both in design and detail, as it is possible for a work of this kind to be. No limit of time or expense has been put upon the work of compilation or revision. As an illustration of the difficulties encountered, reference might be made to the crossing of the railroads by the public roads. The number of these crossings is exceedingly large, and the difficulty of getting correct information regarding each one is no light task. Again the labor of obtaining information regarding the quality of each road in the State has proved almost endless, as one may easily believe by referring to any of the maps and finding the great number shown as "poor," and as there was no absolute standard to which to judge them, it became necessary to establish a standard for each road. This feature of the work is a very important one, for by this method of popularizing familiar facts, the citizen may select those that are of most interest to him.

After the plans were made and the agreements reached, the two correspondents went to the field. It is not claimed that they are always more correct than the other correspondents, although the latter occasionally make mistakes, and goods were taken to the expeditions for examination. The results were similar in each of the two expeditions. It is not possible to give a clear idea of whether there are any differences between the two expeditions.

The plans were finally engineered by our only project engineer, Mr. J. C. Smith, and prepared by our lithographic department, under the supervision of Mr. J. C. Smith.

The paper was made expensive at this point by the inclusion of several edged leaders in that great industry. It is a Ford paper for whom I am obliged to resist unwelcome use for many years. The leaders are effective and substantial.

Signs of the first infection could appear as early as 10 days after the start of the incubation of the virus. In some cases, the first symptoms could be observed from the second week to the following one.

Barney S. Fairbanks, Montreal	John C. Hays, Hartford, Conn.
William J. Berry, Albany	Chas. H. Felt, New York
James J. Hughes, Monticello	John W. Fisher, New York
Geo. Knapp, Lowell	Wm. H. Fox, New York
C. W. Clapp, Concord	Wm. H. Fox, New York
W. L. Chase, Burlington	Wm. H. Fox, New York
Walter L. Chase, Concord	Wm. H. Fox, New York
Edwin Dyer, Concord	Wm. H. Fox, New York
Robert F. Evans, Concord	Wm. H. Fox, New York

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[The following page contains faint, mostly illegible handwritten entries.]

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INDEX MAP OF MASSACHUSETTS 1901.

DESCRIPTION.

County Lines ————
 Railroads ————
 Money Order Post Offices ————
 County Towns ————
 Post Offices having the same name as the town or city in which they are located are shown thus ————
 The State, under the State to correspond with the Atlas, gives the page numbers where each plate is shown.

Town Lines ————
 Other Post Routes ————
 Money Order Offices ————
 Money Order Office ————

Scale of Miles

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H I R E

ATLANTIC
OCEAN

ISLAND

CAPE

NANTUCKET

SOUND

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M P S H I R E



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The best Roads in each Town are shown with
Other Roads are shown thus
Great Railways are shown thus
The names of all places that have a Post Office, have P.O. after them
State Roads are shown thus

Scale of Miles
Contour interval 100 feet shown by half inch thick
Black figures give heights in feet above mean Sea level
The contour lines of water indicate 12 feet depth at mean low tide



NEWBURYPORT.

10



Geo. W. Langdon, C.E.

Ward boundaries are shown by dashed lines.
 The figures are given in feet and inches.
 The figures are given in feet and inches.

CITY



HAVERHILL.

23



Ward boundaries are shown in blue.
The figures show the population of the city.
City base is 2 ft. below mean sea level.

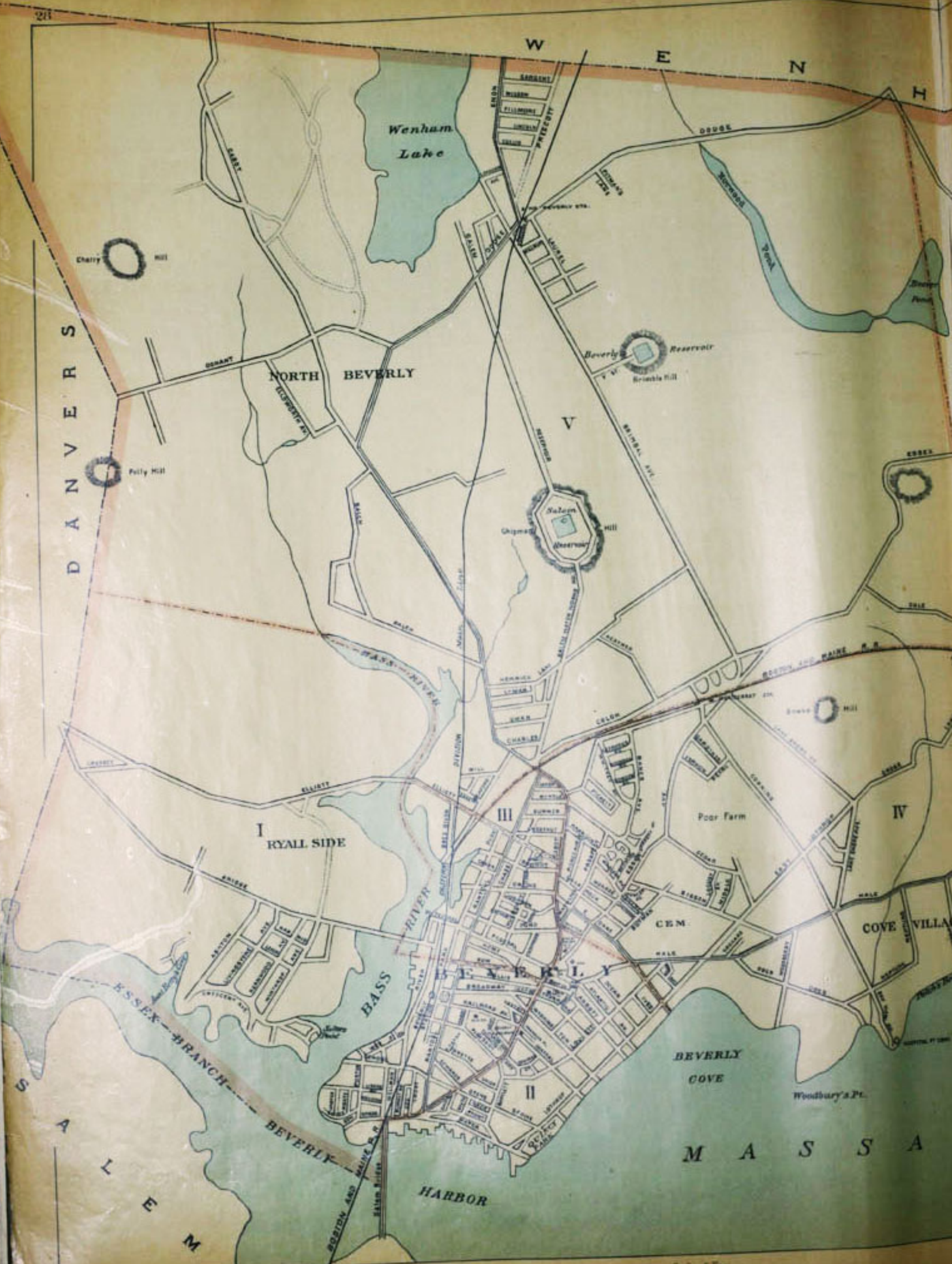
Entered by Robert R. Evans, C.E.





The best Roads in each Town are shown thus —
 Other Roads are shown thus —
 Street Railways are shown thus —
 The names of all places that have a Post Office are shown thus —
 State Roads are shown thus —

Scale of Miles
 Contour interval 100 feet shown by tall lines thus —
 Black figures give heights in feet above mean Sea level
 The contour lines in water indicate 15 feet depth at mean low tide

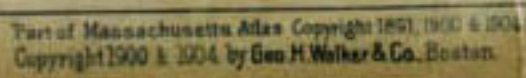








Water boundaries are shown with blue lines.
The figures give the height above mean low water.



Scale of Feet.



NEW HAMPSHIRE

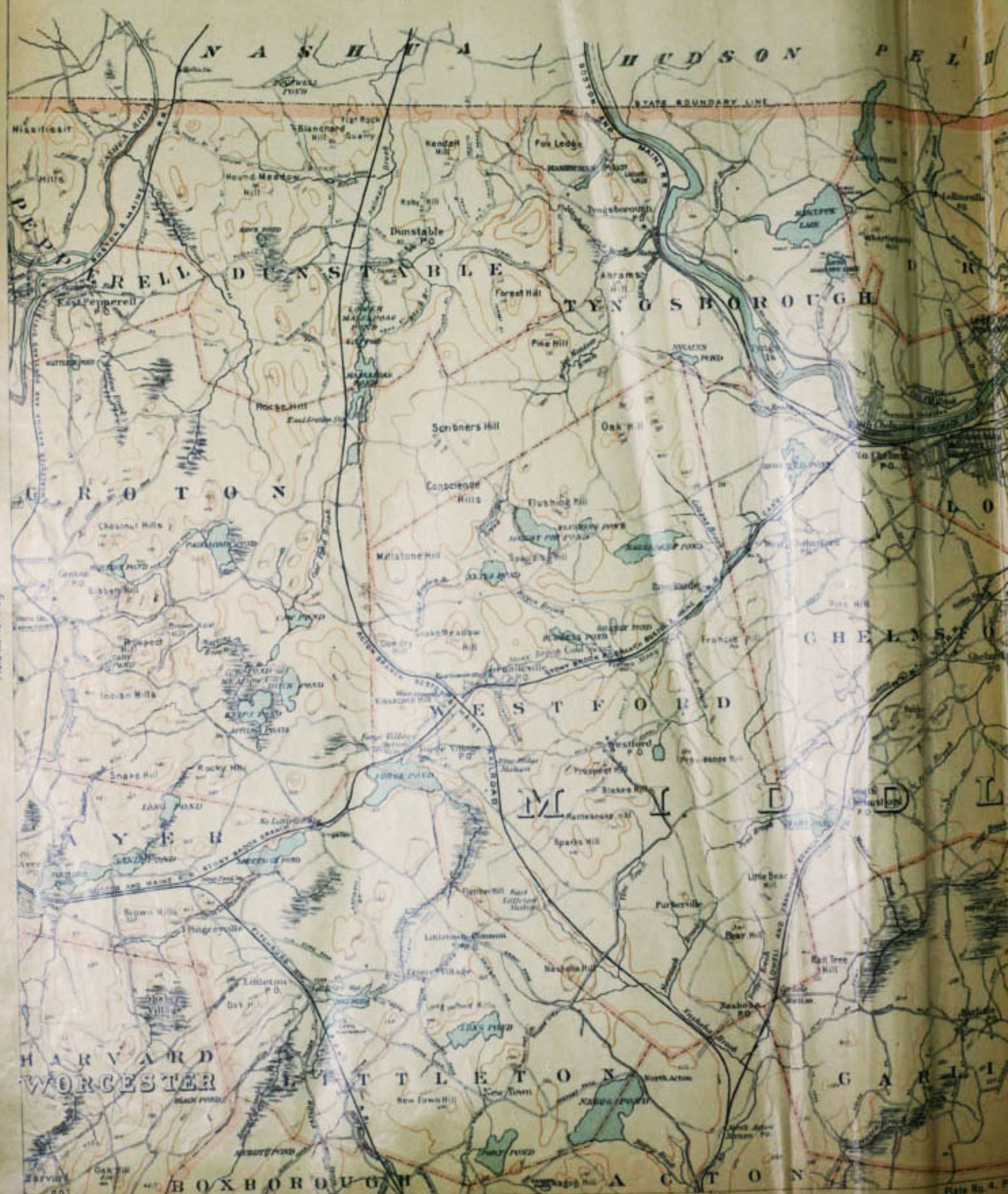


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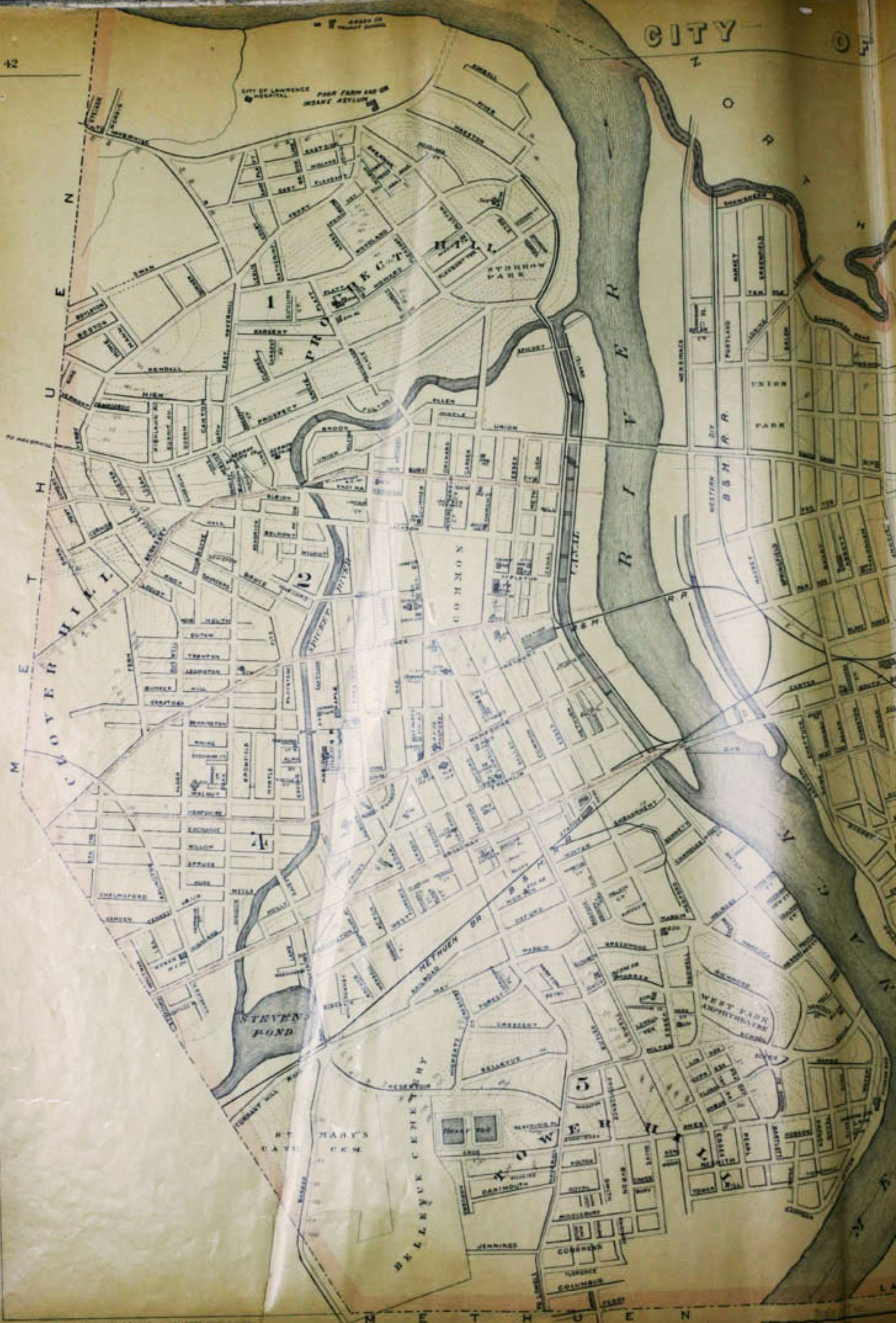
Plate No. 4, P.



Plate No. 3. Page 14.

The best Roads in each Town are shown dark
Other Roads are shown thin
Street Railways are shown thin
The names of all places that have a Post Office have P.O. after them
State Roads are shown thus

Scale of Miles
Contour interval 100 feet shown by bull lines thus
Black figures show heights in feet above mean Sea level







LOWELL.



Water boundaries are shown. Other boundaries are shown. City boundaries are shown. City boundaries are shown. City boundaries are shown.





The best Roads in each town are shown in red
 Other Roads are shown in blue
 Street Railways are shown in black
 The names of all places that have a Pop. of 1000 or more are in bold type
 State Roads are shown in red

Scale of Miles
 Contour interval 400 feet shown by red lines
 Black figures show heights in feet above sea level



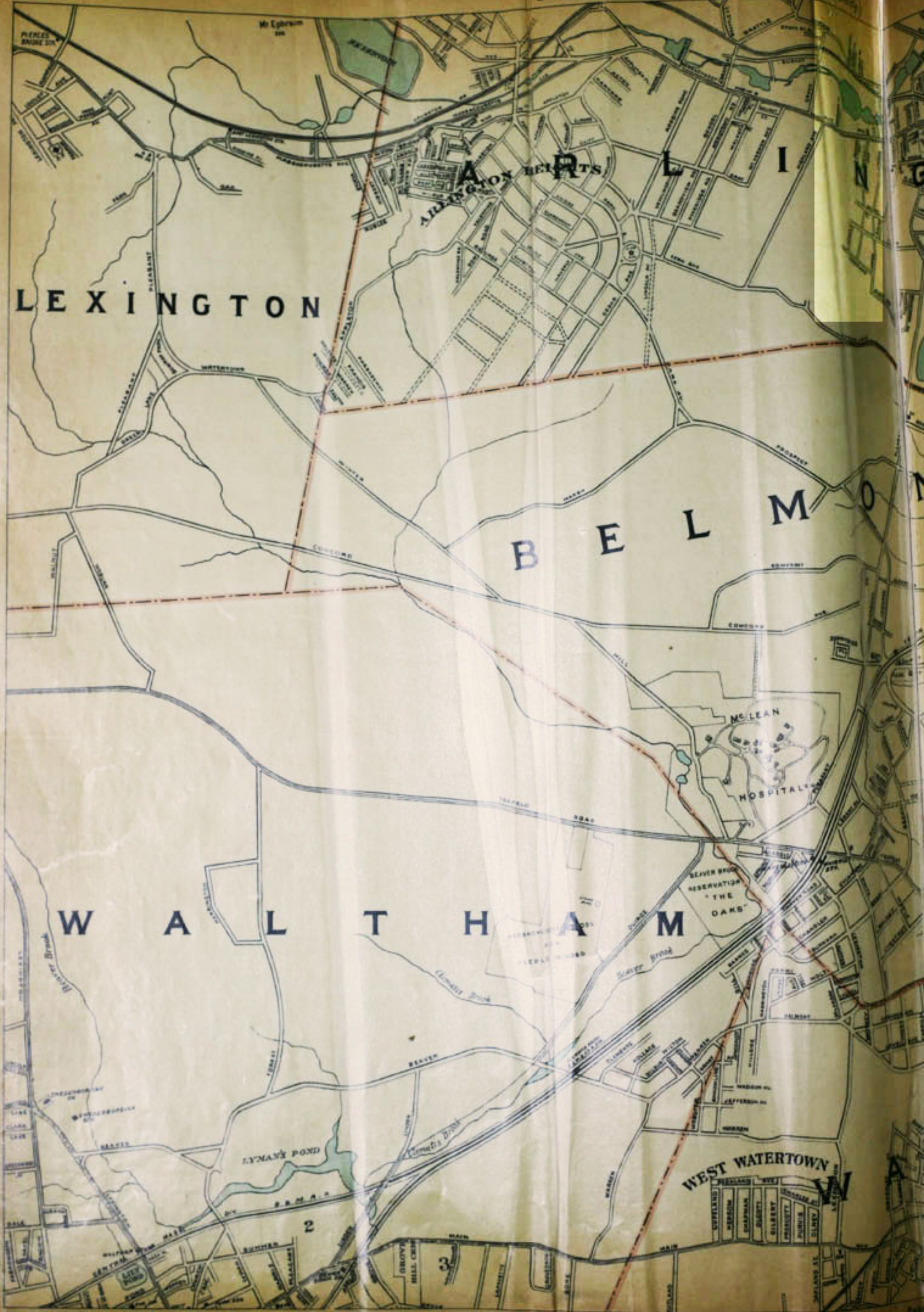
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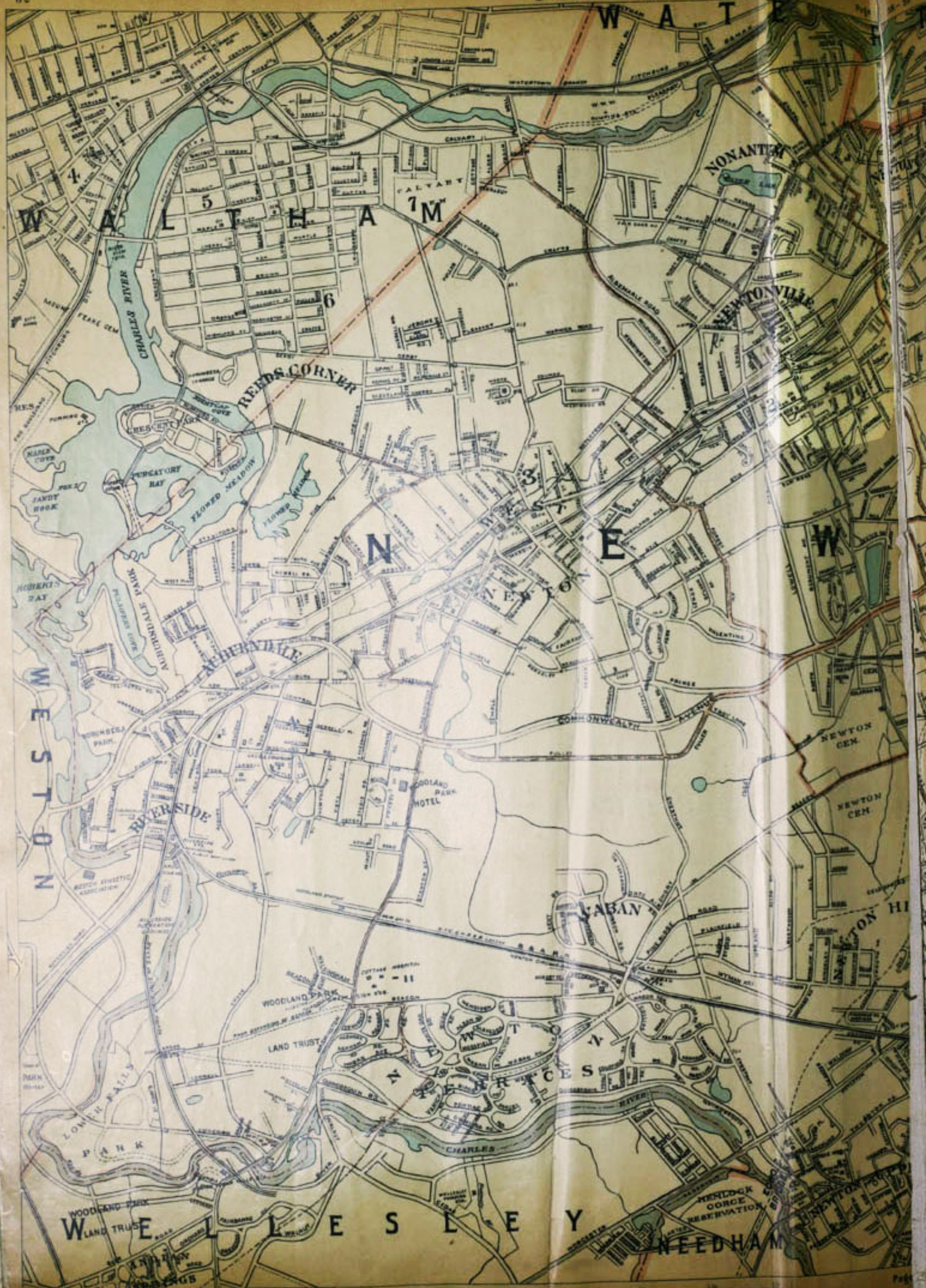
The best Roads in each Town are shown thus —
 Other Roads are shown thus —
 Street Railways are shown thus —
 The names of all places that have a Post Office have P.O. after them
 State Roads are shown thus —

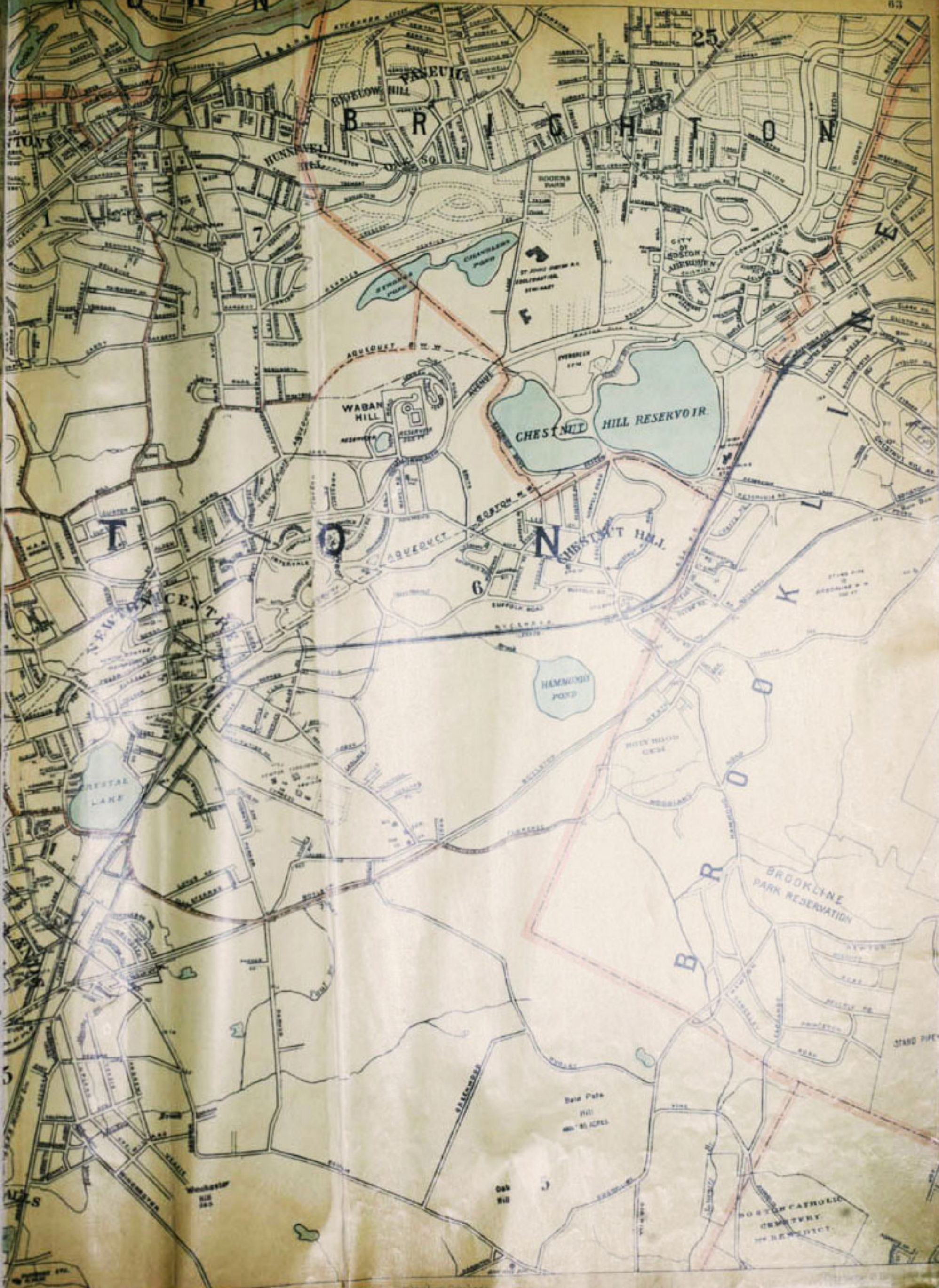
Scale of Miles

Contour interval 100 feet shown by buff lines thus —
 Black figures give heights in feet above mean Sea level.
 The contour lines in water indicate 15 feet less than mean low tide.







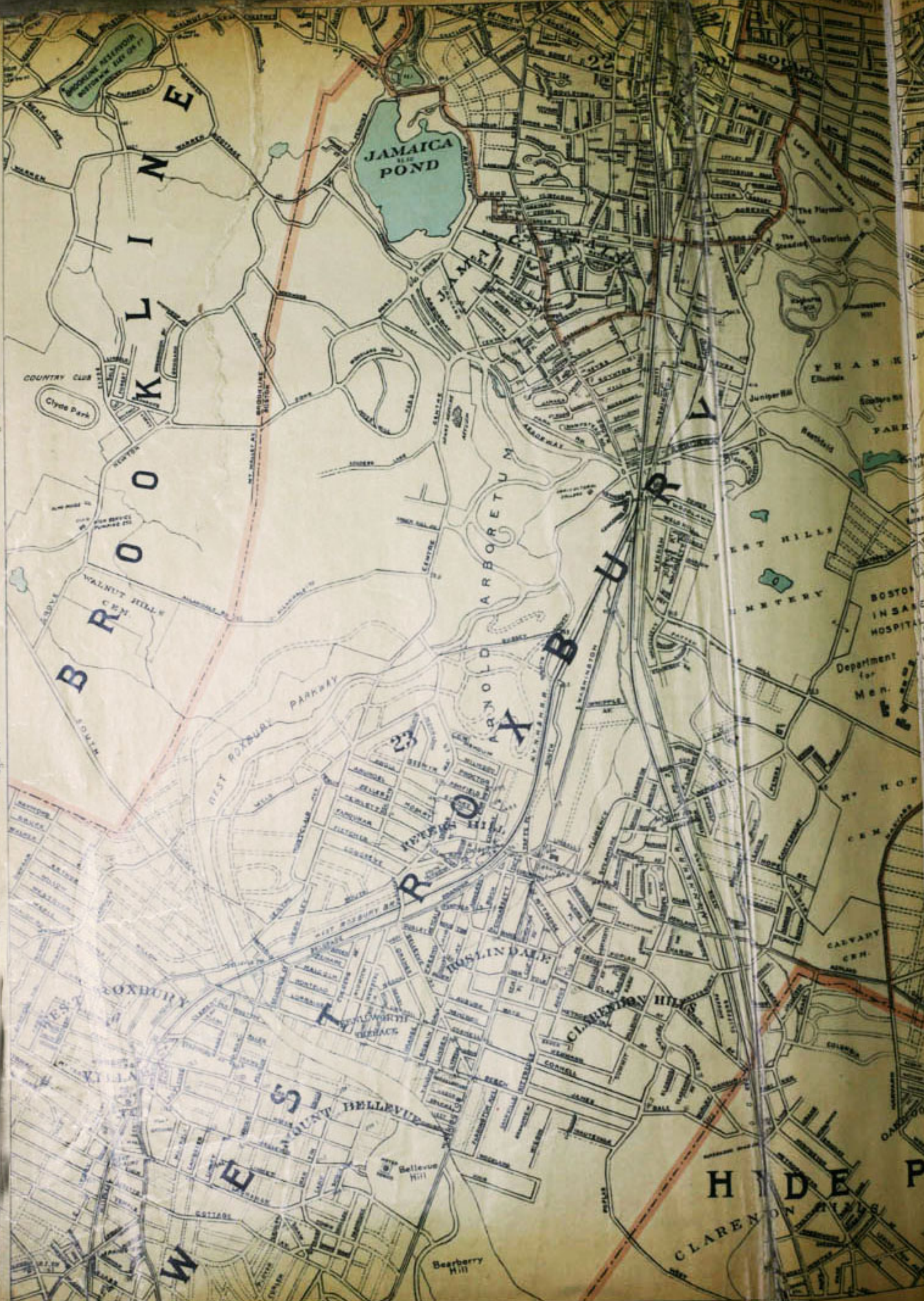




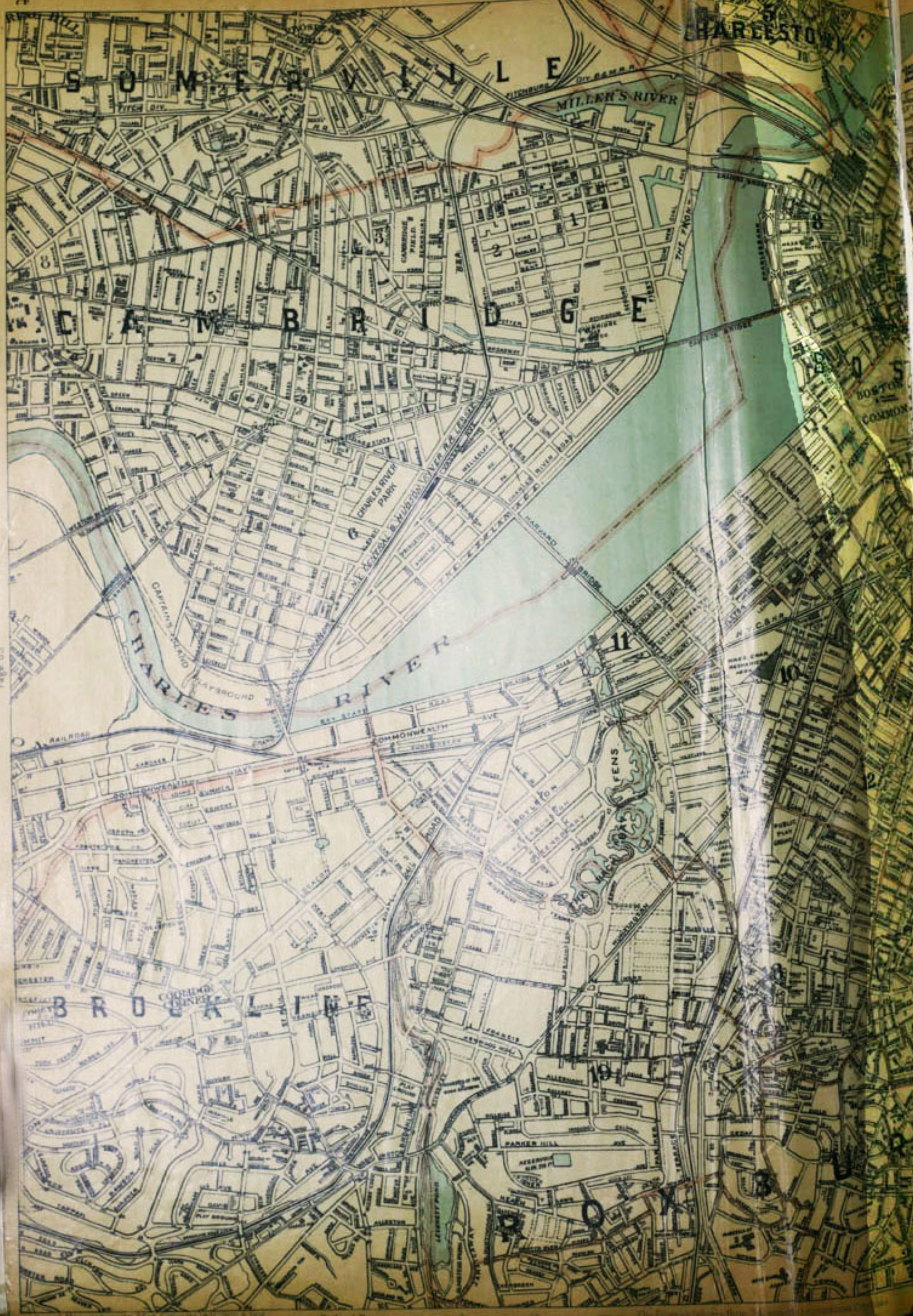
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Metropolitan District.

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EAST BOSTON

GOVERNORS ISLAND CHANNEL

BIRD ISLAND FLATS
BOSTON
CITY OF BOSTON

HARBOR

GOVERNORS I.

EXTERIOR LINE OF OCCUPATION
NEW COMMONWEALTH DOCK

RESERVED

CHANNEL

PLEASURE BAY

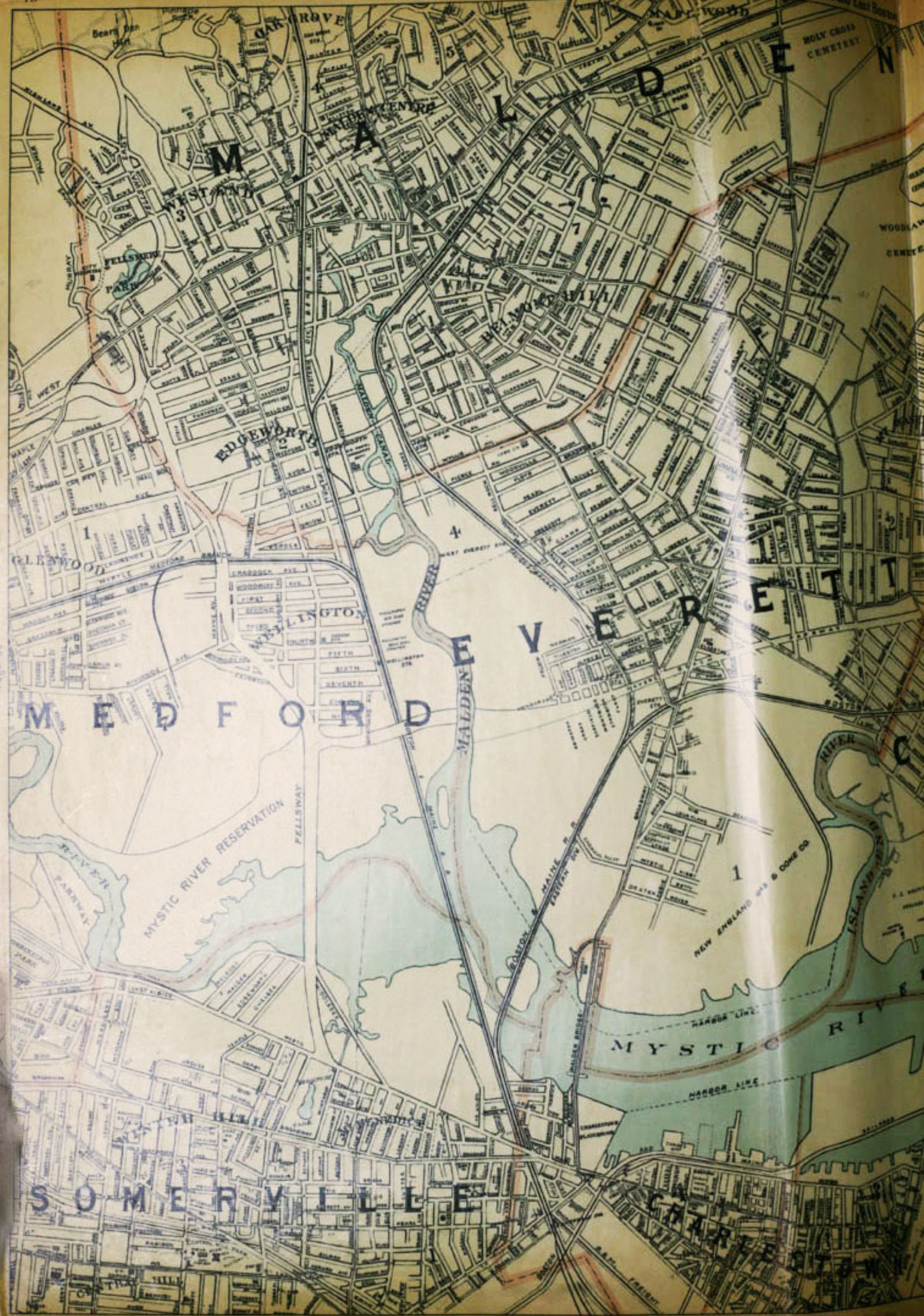
SOUTH BOSTON

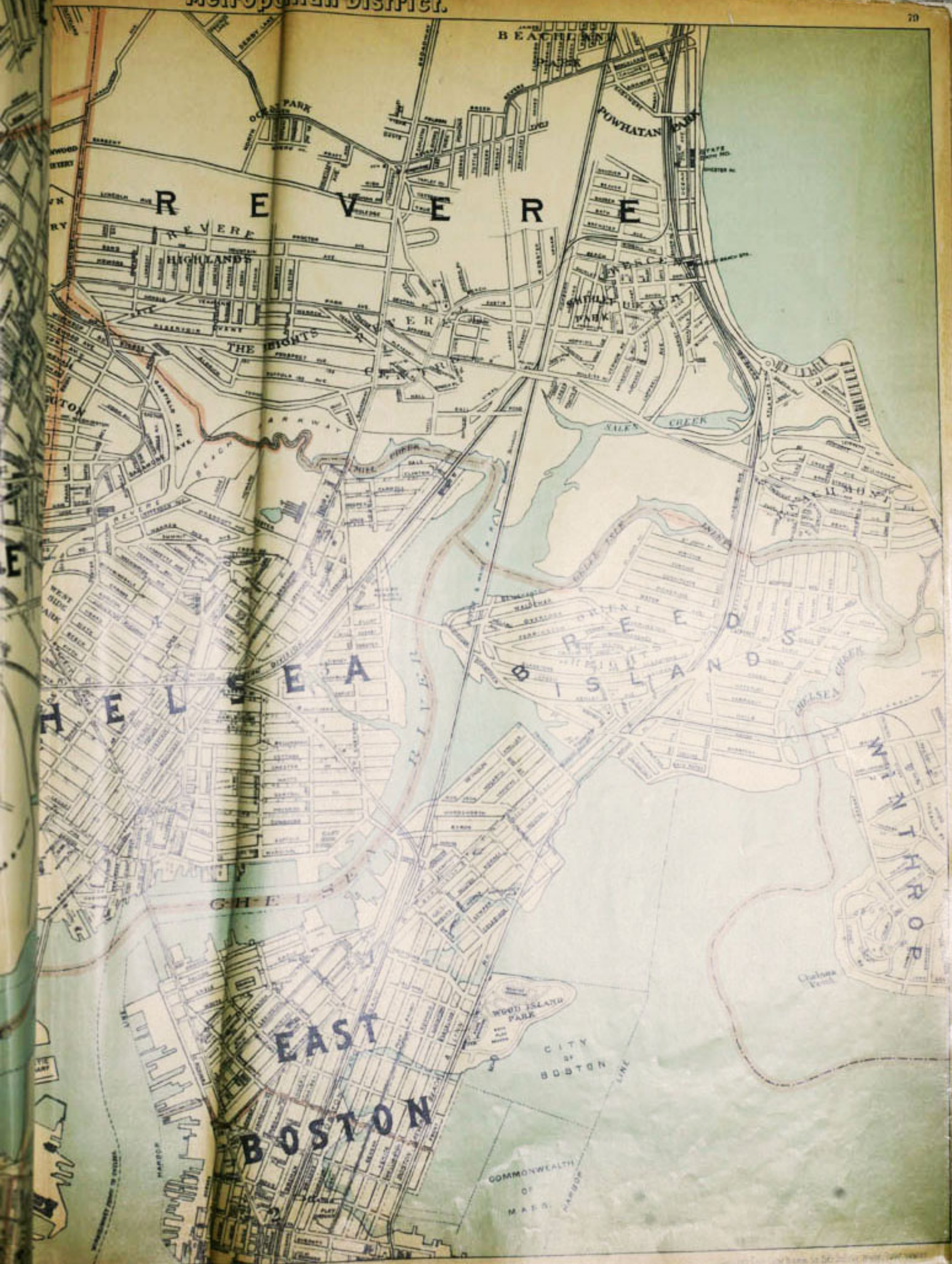
OLD HARBOR

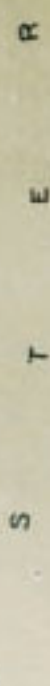
DORCHESTER

DORCHESTER BAY





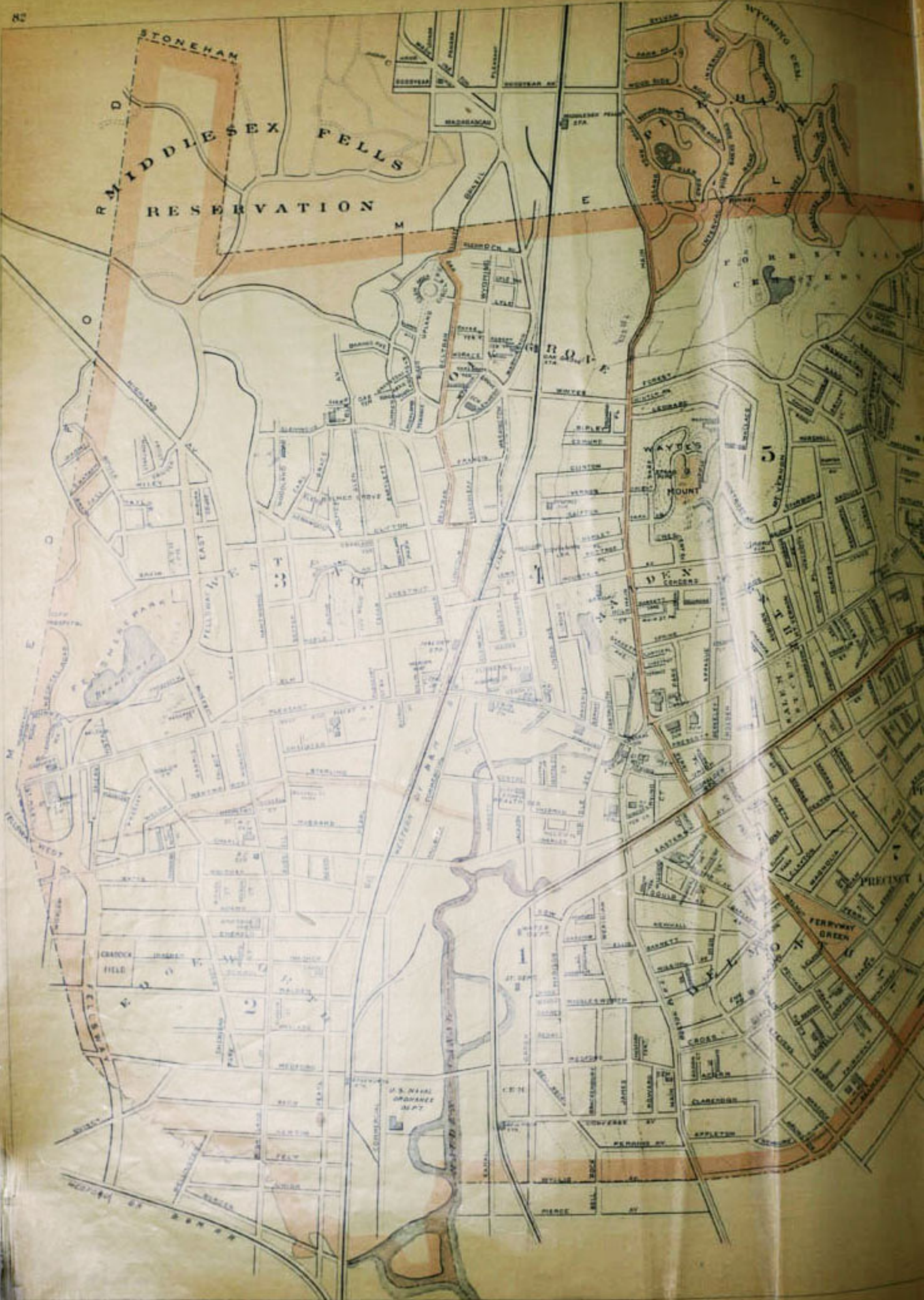




MEDFORD.

81





MALDEN.

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WOBURN.

91



Woburn is shown thus

Printed by Geo F. Marshall, C.E.



MARLBOROUGH.

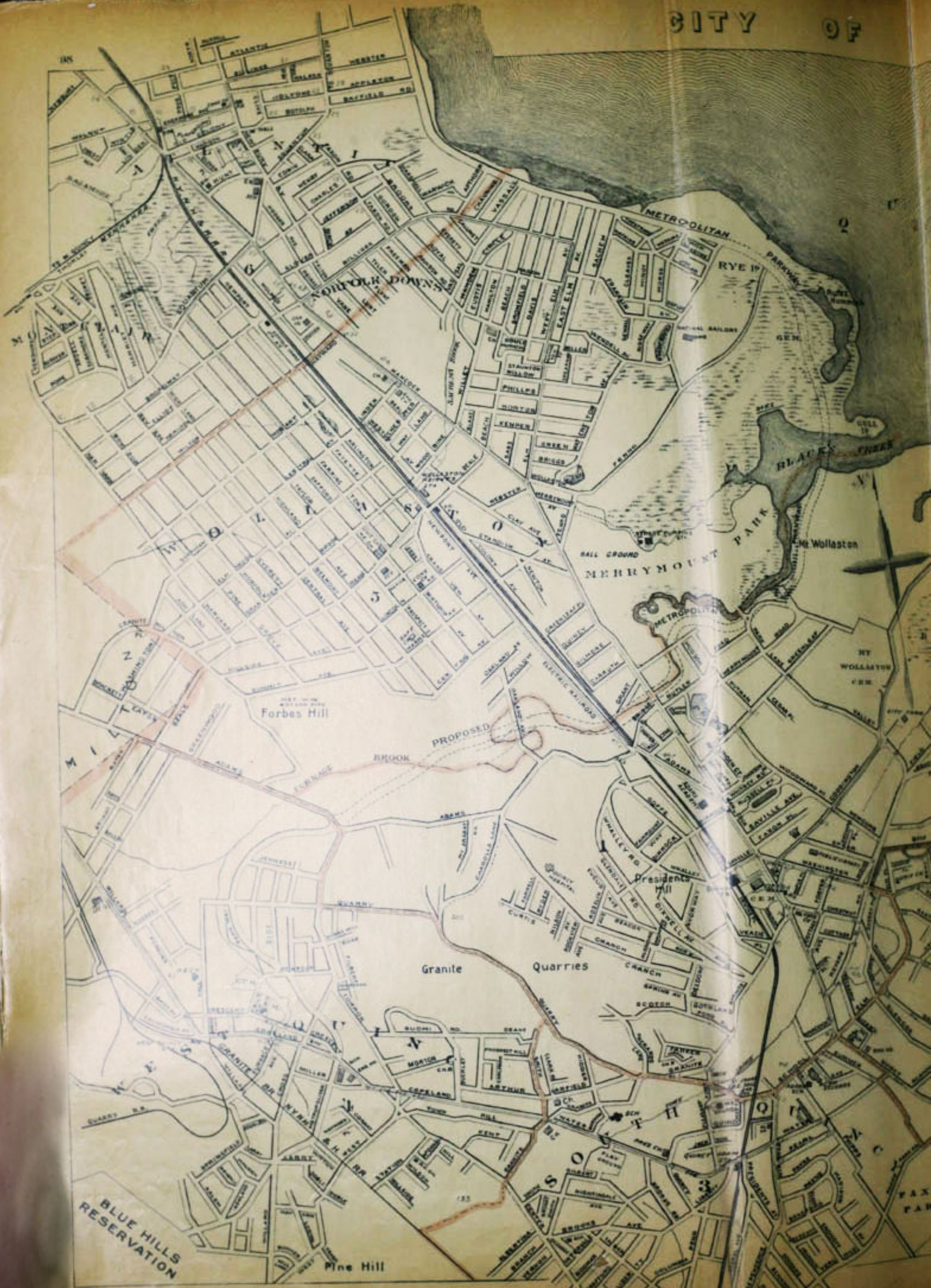
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Revised by Jas F. Bigelow C.E.

Ward boundaries are shown by dashed lines.
The figures in the circles show the ward numbers.

CITY OF

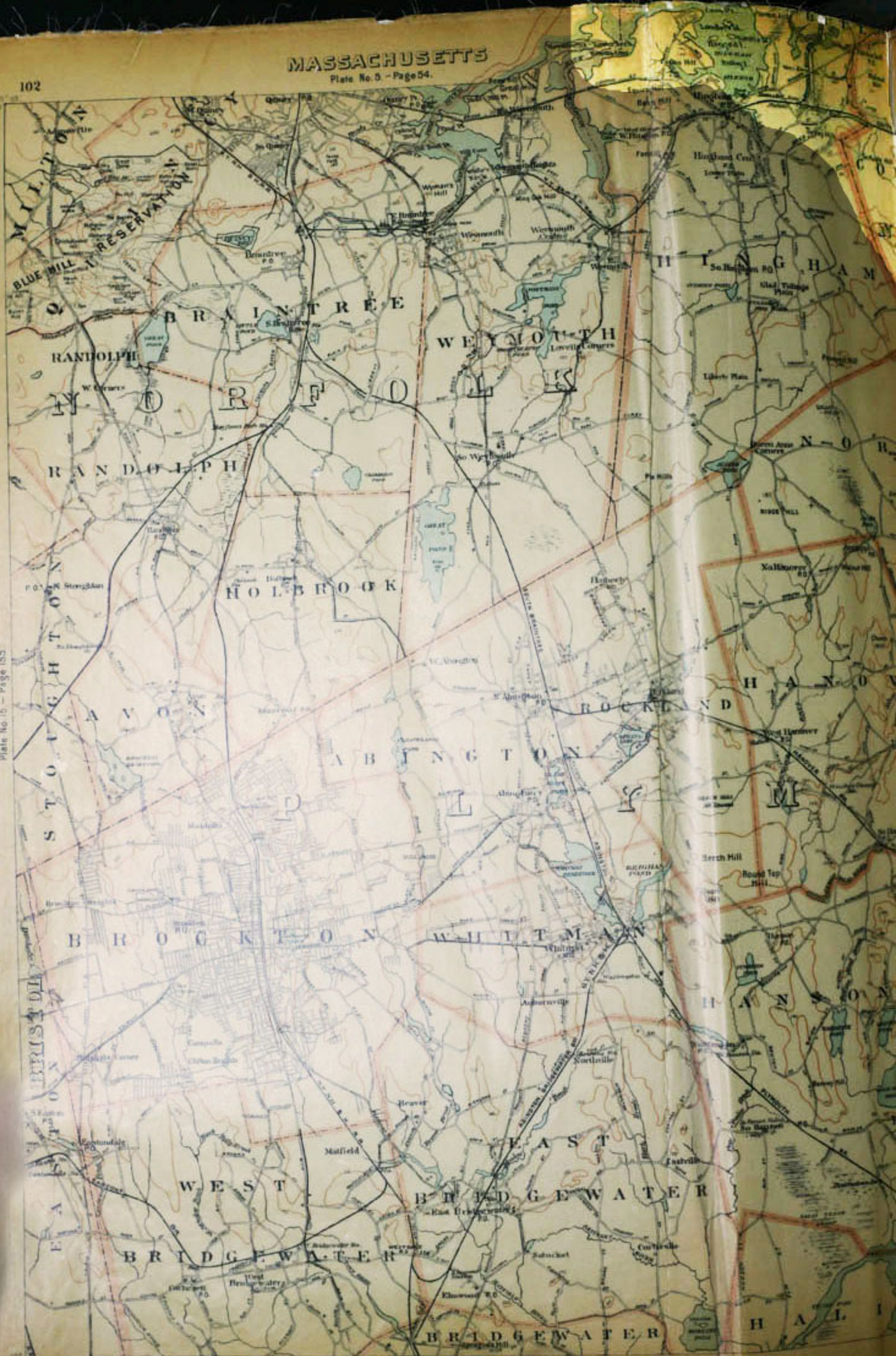


QUINCY.



Wm. B. Chittenden, Boston, 1880.
 Published by the author, 1880.

Printed by H.T. Whitman, C.E.

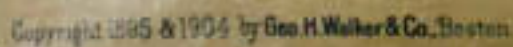




The best Roads in each Town are shown thick
Other Roads are shown thin
Street Railways are shown thus
The names of all places that have a Post Office have P.O. after them
State Roads are shown thus

Plate No. 7 -
Page 110 - III.

Scale of Miles
Contour interval 100 feet shown by bull lines thus
Black figures give heights in feet above mean Sea level
The contour lines in water indicate 10 feet depth at mean low tide





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